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Continued from Page 15

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THE PRESENT AND
FUTURE FOR THE
FISHING INDUSTRY

Is the theme of the next Nautical Institute conference at Hull on 28th & 29th October, designed to provide an opportunity for all branches of the Fishing Industry to discuss the future.

The programme covers:

The Trawler Industry
The Inshore Industry
Fishing Co-operatives
Legislation
Conservation
Fishing Technology
Training

The Conference has been planned to provide essential information to the professional fisherman as well as those concerned with fishing policies.

For further details, contact:

D. R. Derret,
Hull Nautical College,
Hull HU1 3BW
Telephone 0482-27563.

**The fee for the two days
including the papers and
meals is £25.**

Writ lifted

A WRIT on the Salcombe, Devon, crabber Kathy Colleen has been lifted.

The 38 ft. GRP-hulled fast potter has had a chequered career since being built at Poole, Dorset, in 1973.

She first went fast potting but failed to pay her way when fuel and gear prices shot up. So, she was sold to a businessman at Salcombe.

The craft sank at Salcombe and had problems with her Cummins V-8 main engine. So, she was given a complete rebuild.

She did not go to sea for quite a long period and the White Fish Authority loan

payments got behind. It was touch and go whether she would be repossessed.

The boat fished mackerel from St. Mawes last season and then was fitted with a mini scallop pump.

Deadlines to make payments of £1,000 were given by the White Fish Authority and now the boat is again for sale.

The writ was placed on the boat by the White Fish Authority loan

payments got behind. It was touch and go whether she would be repossessed.

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FISHING NEWS

October 1, 1978

No. 3296

Est. 1913

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MIRRELESS
BLACKSTONE
DIESELSEEC: BITTER TIME AHEAD
-says Crosland

BRITAIN FACES "a fierce and bitter time ahead" in its negotiations with the EEC on exclusive fishing zones, Anthony Crosland, Grimsby MP and Foreign Secretary, predicted when speaking at his constituency headquarters last weekend. The Minister described the proposals on exclusive fishing zones announced in Brussels as "shockingly inadequate" and hinted that renegotiations would be difficult and protracted.

However, he stressed Britain is determined to press for a variable belt between 12 and 60 miles.

He believed an agreement would materialise in the end to alleviate fears within the industry of fellow EEC countries eventually fishing up to British beaches.

Mr. Crosland also outlined the present programme of events for the British fishing industry. Top priority was being given to the renegotiation of the present Interim Fisheries Agreement with Iceland, which expires on December 1.

He also seemed more optimistic that the talks between the EEC (on behalf of Britain, as opposed to Britain bargaining on her own as before) and Iceland would provide a satisfactory solution because of the greater negotiating power of the EEC.

This would be followed by the Community 200-mile limit on January 1, 1977, but he gloomily warned it would not automatically mean the immediate expulsion of the Soviet and East European fleets as there would have to be special arrangements for their withdrawal.

But, added Mr. Crosland, "it does mean the Community will be negotiating with these countries from a position of legal and political strength."

Finally, there was the important question of reviving the CFP with special

Trials for
Irish
trawler

Leaving for Maccuff, Scotland, for sea trials is another new addition to the growing fleet at Killybeg, Northern Ireland. A 68-footer for Skipper Alex Nowell, she is named *Loyal Friend* and is powered by a 414 hp Kelvin diesel. Fitted with Simrad and Furuno electronics, *Loyal Friend* has a Lucas power block and is to be worked by a crew of five. She was built by the Maccuff Boat Building and Engineering Co.

TALKS TO
DOLE OUT
HERRING

THE Scottish herring industry will be holding a meeting in Inverness on October 9 to discuss arrangements for running the west coast quota for the remainder of the year.

The meeting is to be staged at the Highlands and Islands Development Board offices by the Scottish Fishermen's Organisation under the chairmanship of chief executive, Jim Lovie.

Apart from the catchers, salesmen and buyers will also be represented.

All herring skippers anticipating fishing off the west coast are invited to attend. The meeting starts at 10.30 a.m.

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CO-OP TRIES DRY
FISH PUMP

A VACUUM pump to unload pelagic fish has arrived at Brixham from South Africa and commissioning trials are expected to start soon.

The co-op Brixham and Torbay Fish needs high-capacity fish pumping and the South African model is expected to average 125-tons an hour.

The pump will first be used when a director and an engineer from the manufacturer, R. and H. Engineering (PTY) Ltd. of Cape Town, arrive at the south Devon port.

South Africa has a lot of experience with dry fish pumps. They are used to land anchovy, pilchard and meckel from the country's purse seine fleet.

Nozzle

R. and H. claims its pumps cause minimum damage to fish because of a specially-designed nozzle and suction hose.

Two R. and H. pumps in use at a South African fish factory averaged around 120 tons an hour, while the rate dropped to around 80 tons when time to clean out holds was taken into account. One model is claimed to have a rate of up to 200-tons an hour, depending on the type of fish being unloaded.

The Brixham co-op has so far used four pumps which need water and is trying the vacuum method to cut oil loss from the fish.

Winter fish, which have a high oil content, can lose approximately four per cent of this oil when being discharged through water. The co-op hopes the vacuum pump will eliminate this.

Meanwhile, the fish pump originated by D.A.M. Trawlers of Plymouth has created a lot of interest and the first production model should be ready for delivery in about a week.

The first pump has been

sold to Donnans for unloading the big purse seiner *Quo Vadis* when she lands at Plymouth again this winter.

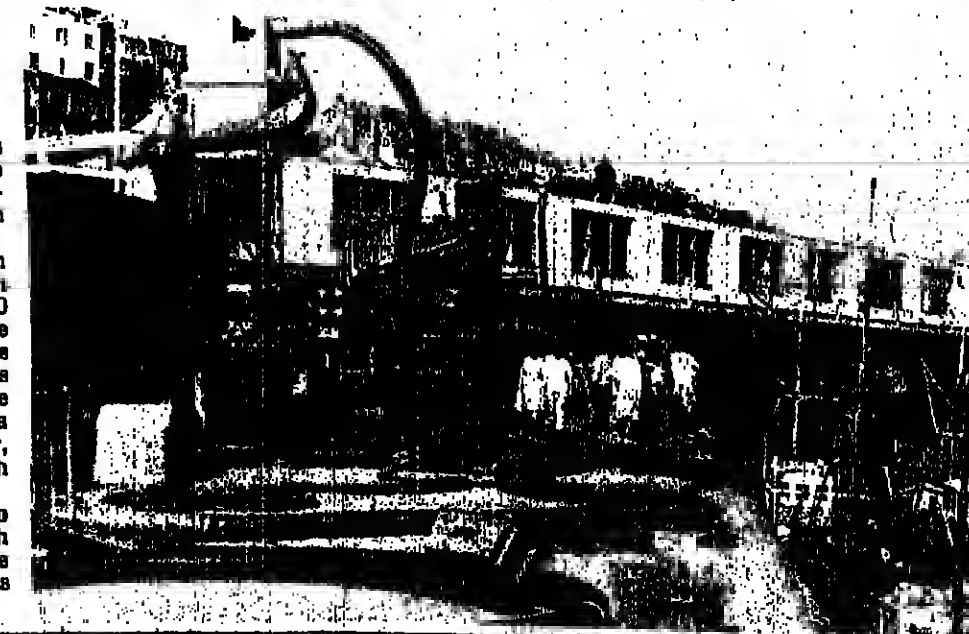
D.A.M. is claiming the pump has a capacity of 40 tons an hour, but explained that throughput really depends on how fast the unloading team can feed the nozzle.

An inexperienced gang may land only 20-tons an hour, while up to 100 tons could be reached.

D.A.M. has received enquiries about the pump from large trawling companies and plant operators in England, Scotland, Ireland, Norway — and even South Africa.

A self-contained D.A.M. pump would cost between £10,000 and £14,000, depending on specification, but the price would be lower if it could be worked off an established electrical supply such as from a fish meal plant.

The South African-made R. & H. vacuum fish pump on Brixham quay.



Shielwood

PICTURED (right) off the Humber is the new 127 ft. stern trawler *Shielwood* built by the Goole Shipbuilding and Repair Co. yard.

Originally ordered by a John Wood Group (Aberdeen) subsidiary, the Burwood Fishing Co., it was announced at Aberdeen's Catch '76 fishing show that talks are being held for British United Trawlers to take over the ship.

The 387.16 gross ton ship is built to Lloyd's 100A1 Stern Trawler class and has a net tonnage of 144.82.

Her main power unit is a Mirreless Blackstone diesel of 1,700 bhp and her hauling gear has been supplied by Hydraulik Brettvaag.

Shielwood, which is expected to be renamed *Pericles*, has accommodation for 13 and a 2,000 cu. ft. fishroom.

Her wheelhouse equipment includes Atlas fish finders.

COUNCIL HALTS BUILDING WORK

Newlyn fish complex 'in jeopardy'

fishing news

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Managing Director: W. A. Cothies

Published weekly.
Postal subscription rate
£7 per annum
£7.50 overseas
Registered as a newspaper at
the Post Office.

ABC

110 FLEET STREET,
LONDON EC4A 2JL
Telephone: 01-353 6961

COMMENT

AN OPPORTUNITY MISSED

WE CARRY a report this week on the "Aberdeen International Fisheries Conference," staged in conjunction with the Catch '76 exhibition. This gathering of the fishing clans at Aberdeen proved a timely and unique event.

For the first time in years of trying, the industry was able to get some indication of the lines the Government is working along to get a revision of the EEC's Common Fisheries Policy.

In revealing that Britain had no hope of getting a 50-mile limit, Hugh Brown's honesty was appreciated, although the essence of his message was unpalatable.

It was obvious that Mr. Brown did not come to the conference prepared to make such a bold statement. What really happened was that he lost his political cool when the conference chairman, Skipper Willie Hay, directly challenged him to answer why the Government is not asking for a 50-mile exclusive zone.

In eliciting the truth from Mr. Brown, the conference on this score alone was a marked success, but a golden opportunity was missed for the industry to get down the crucial question: How is a reserved zone going to be run when we get it?

The Government obviously hasn't got a clue on this score and, if the industry does not come up with a framework of management, then the result could be 'punch-up' between British fishermen over grounds not large enough to sustain a living for all.

The recurring theme throughout the conference from scientists and politicians was that the present fleet will be too large for whatever exclusive zone we get. And if the industry does not come up with something quick, then it's a sure thing that British fishermen will find themselves saddled with a hastily cobbled Government policy which could lead to disaster.

Off the west coast of Scotland the herring fishermen have already made a start on this thorny problem by sensibly regulating the stocks available to them, but even this move has thrown pro and con on other fisheries as the fleet has had to divert its efforts.

The question of sharing the resources of an exclusive zone is, in itself, the basis of another conference.

A £1.33m. fish processing complex for the Cornish port of Newlyn is in the balance, says John De Savary, chairman of Western Fish Products of Bridport, Dorset.

This follows the decision by Penwith District Council not to withdraw 'stop notices' on the Stable Hobbs factory site, on the outskirts of the south-west's leading port.

This is a major setback to a fresh fish and fish meal factory which could provide 120 jobs or more as well as taking catches of boats based in the West Country.

"It clearly cannot be to the disadvantage of anyone, environmentally or otherwise, if at this stage any form of 'stop notice' is withdrawn," declared Mr. de Savary.

"It does not constitute planning consent, but that the developer is going ahead at his own risk under building regulations. These 'stop notices' should not be allowed to continue for another day.

"We have now purchased a plant, mainly from Norway, and have also 90 per cent rehabilitated the buildings at Stable Hobbs for an edible fish production line designed to create a demand for 100 tons of mackerel a day.

"It will not only have the benefit of creating jobs for those on the plant and for fishermen. In the first-stage

operation, but we are putting in a plant which will generate £50,000 of foreign currency for this country from exports every week."

The company has also established a fish box factory in the west of England, also for exports, which would mean £10,000 of boxes for every £50,000 worth of fish.

"This means £80,000 of extra export business for this country every week," added Mr. de Savary, "plus all the fringe benefits to west Cornwall."

The consequences of the planning permission setback are: Highly specialist technicians from Norway have returned home;

A certain number of people must remain if only to make the present installation safe; The Cornish building company is now faced with a near-standstill on the site;

The resident architect now stand near desolation.

"The whole project is in danger, by time lost, of not meeting the requirements of the fishing industry this mackerel season — to provide a viable outlet for the traditional surplus landings

which have before been trucked up to Hull", remarked Mr. de Savary.

"The whole project, on economic grounds, is in total jeopardy."

If the factory does not work early in the next season, the delay will shake the heart of the fish structure of the whole area.

Albert McQuarrie, prospective Tory candidate for Aberdeen North (right), collects signatures at Pleinhead for a limits protest petition. It is part of a campaign against EEC proposals to retain 12-mile limits. Over 6,000 people had signed up to last weekend and it is hoped 30,000 names will eventually be listed. Forms are being sent all over Scotland and England and the petition will be presented either to the House of Commons or the EEC. Forms are available from: 5A North Street, Mintlaw, Aberdeen.

Mass limit protest



Albert McQuarrie, prospective Tory candidate for Aberdeen North (right), collects signatures at Pleinhead for a limits protest petition. It is part of a campaign against EEC proposals to retain 12-mile limits. Over 6,000 people had signed up to last weekend and it is hoped 30,000 names will eventually be listed. Forms are being sent all over Scotland and England and the petition will be presented either to the House of Commons or the EEC. Forms are available from: 5A North Street, Mintlaw, Aberdeen.

Pair and beamer bonanza

THE GRIMSBY pair trawlers *Morgrethe Bojen* (Skipper Jans Bojen) and *Frances Bojen* (Skipper John Richardson) added nearly £5,000 to their old port grossing record on Tuesday.

Almost by routine they set up a new combined high of £40,978. It was the second time they bettered the old

record on successive trips during September and the first time a single Grimsby pair trawler had topped £20,000.

Morgrethe Bojen did this with a massive grossing of £22,039 from 770 kits, while *Frances Bojen* also made a career — best with £18,940 from 661 kits. Both landed

nearly all cod after a 13-day North Sea trip.

A spokesman for agents, John R. (Fishsalman) Ltd., told *Fishing News* the pair lost one day due to a Force 8 gale.

Visiting Belgian beam trawlers had a bonanza at Grimsby last week with a series of big grossings — and a new record for the port.

Aid plea after storm

NORTH-EAST coast inshore fishermen who lost hundreds of pounds of gear in a big storm last week are to ask the Government for aid.

Boats operating from Redcar and Whitby are among those badly hit.

The cobra fleet put to sea from Redcar after the storm

and many returned some seven hours later to report gear losses. Some cobles had no lobster pots left, while others brought back pots which were almost beyond repair. The situation is the same at Whitby.

Fishermen from both ports have written to their MP in the hopes of getting help from the Government. They say

that it has been a poor salmon season this year and it will be difficult to replace the damaged gear.

A fishermen's spokesman said: "If we do not get any aid from the Government, which partly owns some of our inshore boats, many of us could go out of the fishing industry. We have put all our money into the job."

On her first trip to the Humber port, the new 130-footer *Marbi* (0 388 22) ashore 616 kits and picked up the Grimsby grossing record for a Belgian beam trawler.

A spokesman for agents, E. Richardson & Co. Ltd., told *Fishing News* that *Marbi* (Skipper Prosper Van Billemonde) made a "beautiful" mixed trip which had nearly everything in it.

The leading included 15 kits of cod and cutting (25 kits of cod and cutting), 15 kits of haddock and 15 kits of mackerel (25 kits of mackerel and 15 kits of haddock). The grossing was £27,100 (25 kits of mackerel and 15 kits of haddock) and 78 of mackerel (25 kits of mackerel and 15 kits of haddock).

Other big trips landed by the *Richards* (25 kits of mackerel and 15 kits of haddock) grossed £27,100 (25 kits of mackerel and 15 kits of haddock) and 78 of mackerel (25 kits of mackerel and 15 kits of haddock).

Russian catches small fine

THE SKIPPER of a Russian stern trawler arrested by the Royal Navy for illegal fishing off the Scilly Isles on Sunday claimed that the ship's radar was faulty and he thought he was outside the 12-mile limit.

After hearing his story on Tuesday, Plymouth magistrates said they would not confiscate his catch or gear because they could not tell if the mackerel on board *Dzukiya* was caught solely inside British limits.

Instead, Vasilov Iakimenko, (46), was fined £250 with £65 costs for fishing inside the limit.

He was fined £50 for not confining a cat aboard his ship and £150 for permitting the cat to land at Millbay Dock. He was also ordered to

pay £50 costs. He pleaded guilty to all three charges.

Prosecuting on behalf of the Ministry of Agriculture, Fisheries and Food, Hilary Collins said the Royal Navy fishery protection vessel *HMS Soberton* shadowed *Dzukiya* — one of the large fleet of Eastern Block trawlers currently operating off the south west coast — for several hours on September 25.

The 2,185-ton vessel was found to be trawling 11.2 miles off the Scilly Isles. *Soberton* closed on the trawler and ordered her to haul in her gear and stop — but *Dzukiya* ignored the

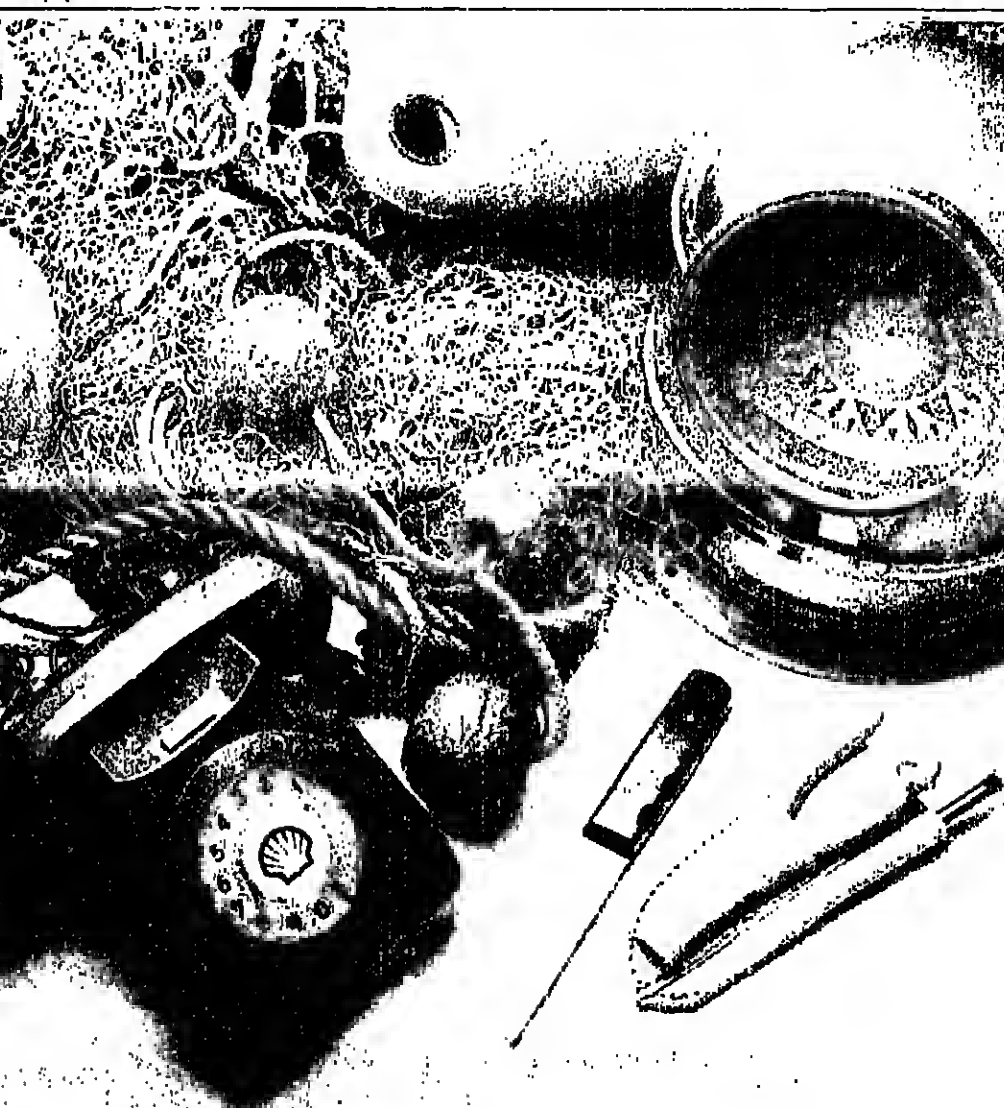
order by lights, siren, loud hailer and international frequency radio.

A three-man boarding party was eventually put on the trawler, but the skipper refused to go to Plymouth until he spoke to the commander of the Russian south west fishing fleet.

Mr. Collins said the leader of the boarding party checked the navigational equipment of *Dzukiya* and it seemed that the radar was "possibly not working".

Captain Iakimenko was adamant that his ship was fishing in international waters. Mr. Collins added that, when the trawler was brought into Millbay Dock, she had a catch of 250 tons of mackerel aboard.

The Russian stern trawler *Vzukiya* in Plymouth this week after being arrested by a Royal Navy protection vessel for fishing within the 12-mile limit. The Russian Captain blamed faulty radar equipment.



Scots may defy sprat net order

SCOTTISH fishermen fear they may have to destroy thousands of pounds worth of nets when a new Government order comes into force today (October 1).

If they are to continue fishing they will be forced to buy new nets at £2,000-a-piece and they will get no compensation.

The order will affect hundreds of small fishermen in the Moray Firth where fishing has just started. It is expected that some fishermen will continue fishing and ignore the new order.

The order made by the North-East Atlantic Fisheries Commission, and signed by the British Government, increases the size of sprat net mesh to 18 mm x 16 mm.

It was introduced as a conservation measure to allow the small fish through the net.

Mr. D. H. Loudon, chief executive of the Anglo-Scottish Fish Producers' Organization, said that rather than help conservation, it could be dangerous.

"We feel that fish could easily get caught in the large mesh and they would go back behind, creating a solid block instead of the normal swimming mass."

He added: "This could be dangerous to crewmen hauling in nets. If the mesh increases was a conservation measure, something had gone badly wrong."

Purse seine boats which can net and carry hundreds of tons of fish have not been subject to the same restrictions. They can fish on regardless.

The quotas laid down by NEAFC were based on catches over the last ten years. Purse seiners have only been fishing for sprats over the last two years.

Fishermen claim that although the mesh change had been known for some time there had been nothing definite on paper.

Ombudsman had taken up the case on behalf of the sprat fisherman, but there is no sign yet of a pronouncement.

NORWAY will start talks with the Soviet Union shortly to solve a boundary problem which will arise when the Norwegian 200-mile limit comes into effect.

SOUTH coast fishermen at Studland are catching a lot of tropical trigger fish in their crab pots. It is thought that the unusually warm water is attracting them.

ON MONDAY 1,835 kits were landed at Hull by a distant water trawler and a North Sea seiner. *Borgia's Arc Rebel* made £40,820 for 1,412 kits, while *Boston's* seiner *Guidobro* landed 423 kits for £9,271.

THE 1978 Shetland herring season was worth nearly £50,000 more than in 1976. The average price of herring this year was £11.50 per unit, compared with £7.28 last year. During the season, 40,000 units were landed, worth £461,229, compared with 43,131 units last year, worth £513,238.

THE INSHORE vessel *Samira* grounded in fog on the mudflats in Fleetwood last week. She was refloated by the evening tide, but as water began seeping into the engine room

in BRIEF

Fleetwood lifeboat towed to Jubilee Quay.

FLEETWOOD Fire Brigade was called to pump out the inshore trawler *Pilgrim* which developed a leak when her rudder fouled as she lay at the local quay. The boat was pumped out and towed to the ferry beach for a damage inspection.

THE inshore boat *Ellen Vonn* sent up flares last week after breaking down in Morecambe Bay where her rudder failed. The flares were spotted by *Good Hope* which went to *Ellen Vonn's* aid and towed her back to Fleetwood.

A 74 FT. sinner-trawler building at Jonas' Buokia Shipyard is for Skipper David B. Main, and not Skipper J. McKensley, as reported in the September 10 issue of *Fishing News*.

If you're fishing for marine fuels and lubricants, here are the numbers to catch.

01-438 2800 for fuels. And 01-438 2070 for lubricants.

They're the rapid contact points set up by the new Marine Sales Department of Shell U.K. Oil.

This specialised department is now taking care of the bunkering and lubrication requirements of all U.K. domestic customers. It's manned by helpful, experienced staff, familiar with the needs of the fishing industry, the deep-sea fishing industries, and the offshore oil and gas industry.

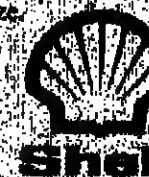
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services at new locations, if the demand is adequate. And about the credit-card supply facilities, which allow pick-ups without cash at Shell contracted ports at home and abroad.

Or, for details of the comprehensive Shell Technical Services available, dial the special 01-438 3316 enquiry number.

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01-438 2070 for lubricants



Grimsby catches hit by storms

THE GRIMSBY market remained firm again last week despite a slightly weaker demand for cod and falling catches, due to storm-force winds at sea.

In the distant water section BUT's *Rosa Revenge* (Skipper Johnny Meadows) on her first trip since smashing the British watfish record in late August — came out on top with a tally of 247,642 from 1,656 kits after 21 days off Iceland. Hard on her heels came BUT's *Rosa Renown* (Skipper Barry Stokes) with a grossing of £44,158 from 1,445 kits, mostly quality codstuffs.

Also topping the £40,000 mark were the Boston Group's *Boston Phantom* (Skipper Johnny Stevens) on

£40,075 from 1,359 kits and the Icelandic wetfisher *Daggy* (£42,067). *Daggy* also landed a quantity of frozen fish and her Grimsby agents, Fylkir Ltd., revealed at the weekend it had been sold locally and made a further £26,339 in addition to the wetfish grossing.

The 365-ton Icelandic stern trawler was well received in Grimsby (*Fishing News*, September 24) after a gap of almost nine months since the last Icelandic visitor.

At the weekend one local fish merchant told *Fishing News*: "As far as we are concerned the 'aggro' with Iceland is over. I am delighted we have now apparently put the past behind us as we need Icelandic fish badly to remain competitive and offer the housewife value for money."

"With so few local vessels bringing it (Icelandic fish) in, the Icelandic trawlers could safeguard Grimsby against unemployment in the processing factories this winter."

Of 13 middle water trawlers landing, only BUT's *Rosa Leopard* (Skipper Jimmy Brown) managed more than 1,000 kits from a 16-day Farnes/Westerley trip.

She turned out 1,027 kits of mixed fish, including over 420 of cod and 236 of haddock to make the best grossing in this section of £17,616.

Rough seas and high winds kept fishing to a minimum and the next best catch was

Genere grossed £8,048 from 187 kits after a seven-day trip.



Rosa Leopard, the only middle water trawler to top 1,000 kits.

707 kits from *Rosa Kashmir*. One encouraging sign to emerge from the foul weather was a much better run by the displaced distant waters working these grounds. Used to the testing conditions of deep sea fishing *Rosa Kipling* (£16,344), *Rosa Kelly* (£14,919) and *Rosa Kashmir* (£12,837) each did fairly well.

Coupled with very patchy fishing in the North Sea the seiners found the weather quite a handful. Nevertheless, Allard Hewson's *Helena Gertsen* (Skipper Jorgen Gertsen) brought in 418 kits after 15 days to head the seiner section on £9,217 and Skipper Bill Murray in *Genara* amazed Grimsby with another 7-day special in some of the foulest weather.

The landing of 167 kits was rewarded with a big grossing of £6,048 through the Tom Sleight (F.S.) Ltd. agency. Sleight's also agent the top pair team with *Carl Borum* (Skipper Regnar Borum) and *Jotaeline Borum* (Skipper Jan Borum)

Meanwhile, BUT's Hull-based *Dane*, which was eighth in April and fifth in May, reached third place by the end of June, pushing *Farnella* down to fifth. The positions of the top 10 vessels to the end of June are given below with positions held in the previous month appearing in brackets.

1. (1) *Arctic Galliard* (Boyd) 1,820 27,452
2. (2) *Norse* (BUT) 1,649 25,453
3. (6) *Dane* (BUT) 1,563 23,957
4. (4) *Junella* (Marr) 1,532 23,694
5. (3) *Farnella* (Marr) 1,595 23,812
6. (8) *Lady Parkes* (Boston) 1,531 23,635
7. (7) *St. Jasper* (Hamling) 1,571 23,341
8. (6) *St. Jerome* (Hamling) 1,576 22,420
9. (10) *Arctic Freebooter* (Boyd) 1,459 22,340
10. (8) *St. Benedict* (Hamling) 1,466 21,733

* Estimated

Fleetwood's new recruits praised

FLEETWOOD'S fishing industry is still attracting recruits despite the doubts surrounding its future.

The latest batch has come in for high praise from industry leaders. Last week Jim Hind, chairman of the port training committee, said: "At present we have the best intake of young trainee deckhands we have ever had."

"Despite the situation in the industry our new class at Fleetwood Nautical College is of high calibre."

"I have no doubt that they will do well. I only hope that the industry can provide these lads with the sort of future they deserve — though I believe that for lads as good as these the industry will always hold a good future."

Skipper John Bruce, NMR DSC, superintendent of the crews' shipping pool and port training and recruiting officer, said: "We have an excellent group of lads. There are 11 of them — five local and six from out of town. They are in their third week of training and will soon be going on an observation trip. We are most pleased with this class of lads."

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loss interest rates were made on September 18.

The new rates of interest for fishing vessels under 500 and new engines are: up to five years, 13½ per cent; 5 to 10 years, 14½ per cent; 10 to 15 years, 15½ per cent; 15 to 20 years, 16½ per cent.

For processing plants up to five years, 15½ per cent; 5 to 10 years, 16½ per cent; 10 to 15 years, 17½ per cent; 15 to 20 years, 18½ per cent.

Search for radar thief

TWO radar scanners have been stolen from boats moored at Chichester Run jetty, Bridlington. The thieves unbolts units after cutting the wires on the cable North Wind to the cruiser *South Wind*. Radar equipment was dismantled on a third vessel — the keel boat *Weymouth Flower* — but nothing was stolen.

Salesmen fight harbour dues

FISH SALESMEN at Fraserburgh have lodged a formal objection with the Secretary of State for Scotland to Fraserburgh Harbour Board's decision to increase the fish landing dues from October 1. As a result a public inquiry may be held.

SALMON PATROL STEP-UP

RIVER Tweed Commissioners are stepping up patrols in a bid to stop salmon poachers.

With salmon moving into the Tweed to spawn in the next two months, a special watch will be kept on breeding grounds.

The commissioners' superintendent, Group Captain John Proudlock, said any illegal nets found in the river would be confiscated.

The Tweed salmon season just closed saw the smallest catches for 80 years.

to Peterhead and they were not going to attract landings by increasing their dues.

George MacRae, the clerk, reminded Mr. Stephen that the increase in dues formed part of the financial deal with the Government for the harbour deepening scheme.

Mr. Stephen retorted that he was not a member of the board when this was initially discussed. "Was the board aware of the Peterhead dues at that time?" he asked.

Fish merchants' representative Alan Bolt pointed out that fishermen were already paying around £500 a year more by landing in Fraserburgh than at Peterhead. He said they were in opposition

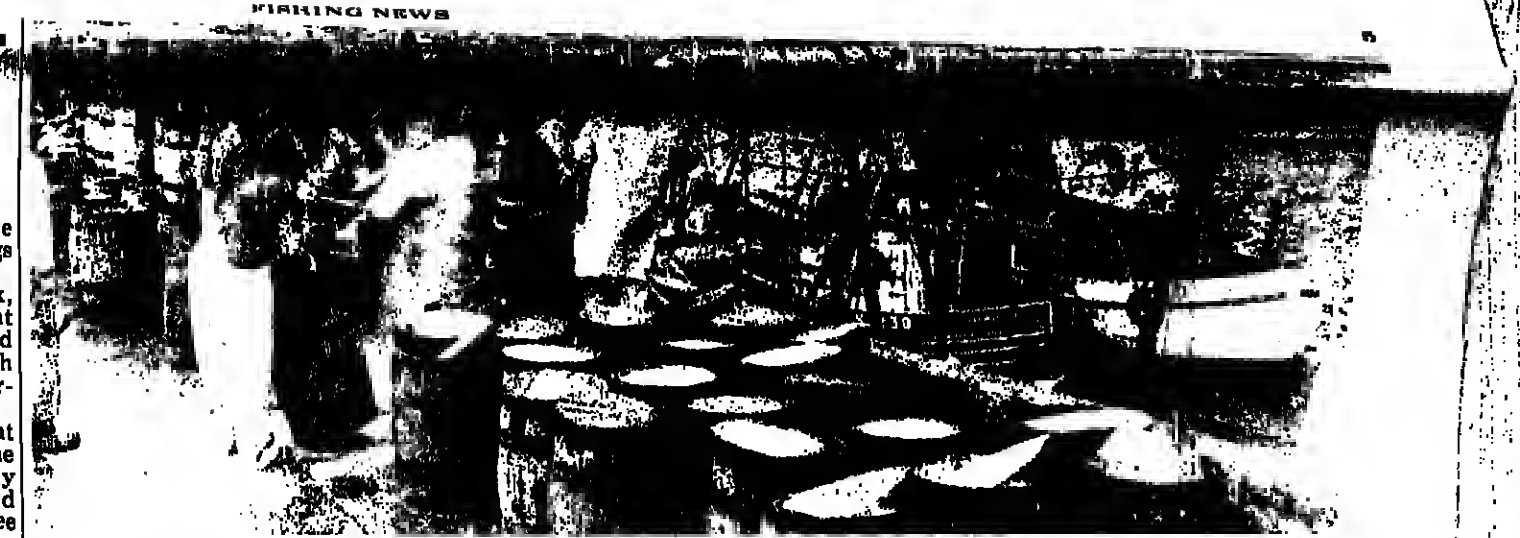
to the chairman, Douglas Swanson, said: "It was part of the bargain, there's no doubt about it, and the fishermen's representatives agreed to it at that time."

Mr. MacRae, in conclusion, said he imagined there would be some sort of inquiry, but that was a matter for the Secretary of State.

Meanwhile, work is going ahead with the task of deepening the harbour.

Vigilant sinks

THE 55ft. Pittenweem boat *Vigilant* sank on Wednesday off St. Abbs. Skipper Thomas Adam and his crew were rescued by the fishing boat *Starina*.



The last of the Manx herring coming ashore at Port St. Mary. This year's quota has been dramatically reduced.

MANX HERRING PLEA TURNED DOWN

SCOTTISH fishermen have lost their appeal to the Ministry for an increase in the herring quota off the Isle of Man.

Disappointed at the news, chief executive of the Scottish Fishermen's Organisation, Jim Lovie, told *Fishing News* on Tuesday that the fleet would now have to diversify its effort.

"Some boats would be going to the west coast, while others would make for the Cornish mackerel grounds, although I don't expect many boats to go after the mackerel," he said.

As the Manx herring fishing season drew to a close this week and the close season took effect from today (October 1), Manx Government authorities were confident that the 12,000-ton quota limit would have been reached.

Herring landings increased rapidly in the past three weeks and there were fears that the 160 vessels reaping the annual harvest would hit the 12,000 tons limit set by the Ministry of Agriculture in London before the end of September.

To ensure a fair distribution of the permitted tonnage, a quota was operated by all boats in the Manx fishery. This was also to ensure catches up to the start of the close season.

Despite objections from several of the Scottish skippers, a shorter working week was also introduced.

Herring landings in the three Manx ports — Douglas, Peel and Port St. Mary — got off to a disappointing start this summer. Up to the end of August the shonks were still being hunted on the usually prolific Douglas Bank. Catches were then only being made on the west coast of the island.

By the beginning of September, only 3,000 of the 12,000 limit had been landed. As soon as the shonks moved around to the east coast Douglas Bank, however, many more Irish and Scottish vessels moved in and another 7,000 tons had been landed up to the weekend.

This year's "conservation quota" of 12,000 tons has been drastically reduced from last year's 18,000-ton limit because of fears of overfishing. This followed recommendations made to both the Manx and London-based fisheries authorities by marine biologists.

Biologists will be keeping a close watch on stocks during the close season.

One outlet for Scottish herring fishermen could be supplying mackerel to a Japanese factory ship based off Cornwall. The SFO were now considering proposals put by the Japanese, Jim Lovie, said this week.

New liferaft will cut costs

THE Southampton Boat Show, although mainly shown by R.F.D. Ltd. for yachtmen, had a lot to offer the inshore fishermen in new developments and products.

A new type of liferaft was shown by R.F.D. Ltd. Although much the same in design as existing types, this raft is made from polyurethane-coated nylon as opposed to the rubber-coated nylon used at present.

All seams are electronically-welded and the result is a raft which is lighter and cheaper and which, it is hoped, will have a longer life than existing rafts.

The new raft is only available in six person form at present and doesn't have DTI approval yet, so it can only be used on the smaller fishing boats. However, the raft is being tested for approval and there are plans to introduce alternative sizes. Eventually fishermen can look forward to a reduction in their liferaft costs of around a third.

The new material offers the prospect of longer intervals between overhauls which, again, will reduce maintenance costs. Hopefully, the present one year overhaul period will eventually be increased to two years.

Now engines announced include improved and lighter versions of the Yanmar 8 and 12 hp diesels in the YS range and a new 50 hp range, which are specially suited to installations with limited space.

Later introduced a diesel alternator powered by its new 5.25 hp TTIMA air-cooled engine. The alternator produces 2.5 kW and is well suited for auxiliary duties on smaller fishing boats. Being air-cooled, it can still be used when the boat is dried out.

Still with engines, Soutreau (UK) Ltd. was showing a range of engine diagnostic

equipment of which its Dieseltester 1668 is of particular interest to fishermen who do their own maintenance.

It can give a full analysis of the engine's fuel system and timing so that engines can be maintained in top condition. With fuel the price it is, there is a lot to be said for this machine.

Dag Pike

Right: testing an engine with the Bourla Diagnostic Dieseltester 1668. Below: the new liferaft from R.F.D. is awaiting DTI approval.



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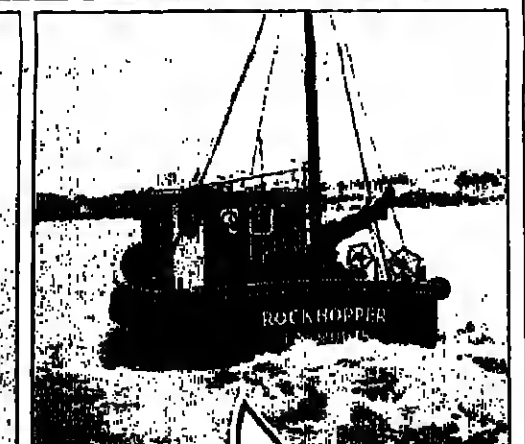
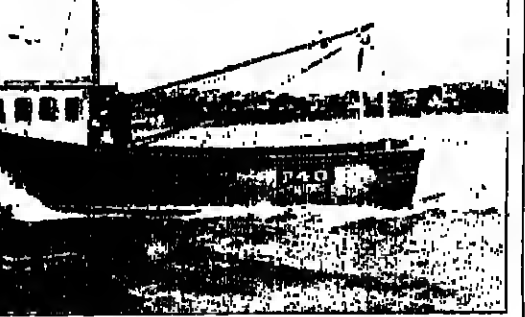
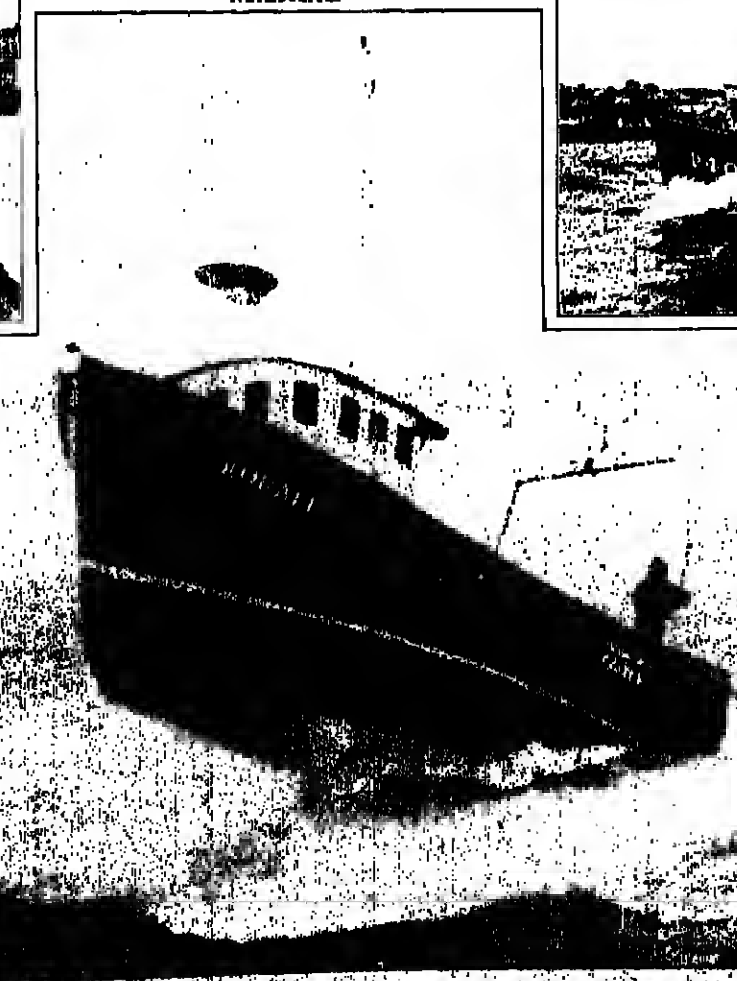
Shown, centre, is one of the latest Cygnus Workboats on sea trials off the Cornish coast during a force 9 gale. The 32ft "Korall" which is now working off the shores of Sweden is just one of the large number of sturdy GM Range Fishing Vessels being exported.

The GM Hulls have all the features of its well proven ancestors, heavy displacement, long straight keel, solid handling etc. The big difference is that it costs far less and there's not a high standard of craftsmanship conforming with Lloyd's Fishing Boat Rules and W.F.A. requirements. In fact the GRP lamination is in excess with the hulls massive transverse frames on 18" centres and full length longitudinal.

Have a look at a Cygnus Workboat, telephone Chris Brooks or Patrick Bray at Penryn 72970.

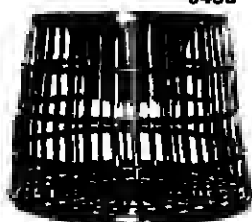
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FISHING
The Irish Government
has rejected the
European Commission's
suggestions for a
revision of the EEC's
fisheries policy as "un-
acceptable". And Irish
fishermen say they will
oppose the proposals.

In a statement last Satur-
day, Ireland's Foreign Affairs
Minister, Dr. Garrett
Fitzgerald, said: "Like the
Common Fisheries Policy
adopted by the Community
in 1971, immediately prior to
enlargement, without con-
sulting or taking into account
the interests of the new
members, these suggestions
reflect the interests of the
original six member states
and are clearly inappro-
priate to the needs and in-
terests of the enlarged com-
munity."

The provisions now
proposed do not take ade-
quate account of the interests
of coastal fishermen in under-
developed regions who, for
historic reasons, have been
unable, hitherto, to exploit the
full potential of the fishing in-
dustry in these dis-
advantaged parts of the Com-
munity.

Dr. Fitzgerald said the
suggestions made about
coastal waters were complet-
ely inadequate and did not
reflect the interests of coastal
fishermen whose livelihood
and future prospects are be-
ing undermined by gross
over-fishing, much of it by
other Community countries.

The Irish Government is
satisfied it has the right to
cast a veto on any matter
affecting vital national in-
terest.

The question of what con-
stitute vital national interest
may be a matter for discus-
sion because the Irish
Government finds these
proposals unacceptable and is

EEC limit protest sweeps Ireland

determined to oppose them
fully.

We realise Ireland is a
small country within the EEC
— the fisheries are vital to us
and we will not accept these
proposals.

At a meeting of the Irish
Fishermen's Organisation ex-
ecutive, chairman Joey
Murrin of Killybegs, described
the EEC proposals as
"totally unacceptable" to
Fishing News' Irish cor-
respondent.

The quota system is un-
workable. It must be a 50-
mile exclusive limit for Irish
fishermen. Within that, we
could have a closer-in limit
for the smaller Irish boats.

"Otherwise, Irish fisher-
men have a pretty dismal
future ahead of them, with
catches declining and the cost
of operating our boats in-
creasing, which are facts that
must be realised," he said.

"Most people seem to
regard us as a small inshore
industry, but we are not,"
said Mr. Murrin.

Mr. Murrin said there is no
way Irish fishermen can plan
their future until the limits
issue is decided. If that were
done, there could be a future.
The EEC proposal of a quota
is laughable. Nobody could
ensure that the foreign boats
observed it.

They could land their
catches anywhere and claim
they caught them against a
quota in some other waters —
and even the EEC seemed to
admit that.

The fishermen have
launched a national cam-
paign for a 50-mile limit and
are receiving widespread
public support. Protests are
sweeping the country and

there is a lot of talk of hostile
action by the fishermen if the
EEC pushes its proposals
through.

Since the Commission
proposals were announced
and Irish Commissioner, Dr.
Patrick Hillery, was isolated
in opposition — with nully
support from the two British
Commissioners — support
has been pouring in from
various organisations.

The Irish Federation of
Marine Industries has sup-
ported the IFO case fully.

IFO chairman, Joe Murrin,
is just back from a tour of
fishing ports in Scotland and
was heartened by the attitude
there against the EEC
proposals and by the similar
opinion and opposition
between Scottish and Irish
fishermen against the EEC
proposals.

The Common Market
proposals came amid reports
of more problems with the
herring fishery. At Castle-
townbere in West Cork, one of
Ireland's five major fishing
harbours, it was disclosed
that the local herring catch
was down by 92 per cent from
1,800 cran in August 1975, to
180 cran in August of this
year.

Huge convoys of Ruma-
nian, Polish and Russian
trawlers, are said to be
operating in the area and
cleaning out the rich herring
grounds.

At the same time, fishery
scientists in the Department
of Agriculture and Fisheries
predicted that the £38 million
Irish fishing industry could
be wiped out soon, unless
stocks are protected.

The situation, according to
the survey, is grim.

Donal O'Sullivan, manager
of Castletownbere Fish-
men's Co-op, said: "At the
weather in August and early
this month, thinking it was
too warm for the herring to
come in, but the weather
broken and still nothing."

"We blame foreign trawlers
which are cleaning out the
fishing grounds right along
the south and west coasts.
They are outside the pres-
ent six-mile exclusive limit,
well within the 12-mile ex-
clusive limit, which is
more important, within the
50-miles we want."

By contrast another main
GRP fishing boat builder in
Ireland, Halmatic (Scotland)
Ltd., was only sharing part of
a stand with the Orkney
Boatbuilders Association —
and Aberdeen is almost
Halmatic's home ground.

Even then the Halmatic ex-
hibits were more concerned
with its newly-introduced
GRP water tanks than with
fishing boat hulls.

The water tanks have a cer-
tain relevance to fishing in
that Halmatic is getting a
number of enquiries for them
from fish farms.

Halmatic has one fishing
boat on order: this is a hull
and superstructure for
Iceland. Many of its boats
are fishing in Scottish waters,
but the demand seems to
have dried up for the time be-
ing.

With Cygnus now at-
tacking Halmatic's home
ground, the Orkney-based
firm will have to adopt more
aggressive tactics if they are
to sell boats.

The Orkney Boatbuilders'
and represented J. W.
MacKay and Scarth
Engineering of Stromness and
James Duncan of Burray.

This latter family firm was
the only other boat at
the show.

Duncan's clinker-built 22-footer at the show. She has been built
to spec" by the Orkney yard.

The most recent com-
pletion was the 74ft. keel vessel
Adelphi, based on a McTay
hull (see Fishing News
September 10).

McTay Marine Ltd. was
established in 1973 as a divi-
sion of the McTay Group —
design and build steel vessels
and the take-over of the
Miller yard will enable the
company to offer a complete
range of vessels in wood
and/or steel, together with a
comprehensive repair service.

McTay is planning a re-
development programme for
the St. Monance yard and
will build a new slipway to
handle vessels up to 30ft.

McTay takes over old Scottish yard

THE McTAY Engineering
Group of Merseyside
has taken over the old es-
tablished yard of James
N. Miller and Sons Ltd. of
St. Monance, Fife.

The Miller yard was found-
ed in 1747 and throughout its
history has been famous for
its wooden fishing boats. At
the end of the last century,
the yard was building many
of the well-known 50-80ft.
sailing frigates for the Scottish
fleet.

Some of the earliest steam-
powered line fishing vessels
and herring drifters came
from the Miller yard and, in

1921, the firm built one of the
first canoe-sterned motor
ring-net boats for the Scottish
west coast.

In more recent years, many
dual-purpose wooden boats
have been built up to about
75ft. in length. In 1975 Miller
entered the steel vessel
market when it fitted out the
dual-purpose vessel *Sharon*
Vale. The hull was built by
McTay.

A NEW VOICE IN BRUSSELS

THE CORNISH Fish
Producers' Organisation
has finally been recog-
nised by the EEC and
given a voice in Common
Market negotiations in
Brussels.

This follows two years'
hard work by former
fisherman, Mrs. Daphne
Lawry, and her husband,
George, a Cornish fisherman.
They are secretary and chair-
man of the organisation
which seeks to represent the
whole of Cornwall, the Isles of

Silly and Plymouth.
Mrs. Lawry has at last
steered the Cornish Fish
Producers' Organisation
through the corridors of the
Ministry of Agriculture,
Fisheries and Food and on
through the even more com-
plex maze of EEC ad-
ministration.

Now that Brussels has con-
ceded that the Cornish PO is
legitimate, it can recruit
members and act for them
and have a say in Common
Market affairs, including fish
prices and quotas.

OBITUARY

SKIPPER William Gwynne
Gillies (59) of Campbelltown,
a well known local fisherman,
died last month.

A widower, William Gillies
worked on several boats
including *Margaret*, owned
by Duncan Brown.

During a period of 10 years
Skipper Gillies worked on the
Campbelltown net boat
Bridget Gundry, and was
eventually became manager.
He decided to go to sea
and, with his wife, bought a new family
Alliance.

BOATS AT CATCH '78



The show, which was a pretty
clinker 22-footer built on
spec. With a beam of 9ft. 8in.
and a draft of 2ft. 9in., she is
typical of the smaller craft
built in the Orkney Islands.

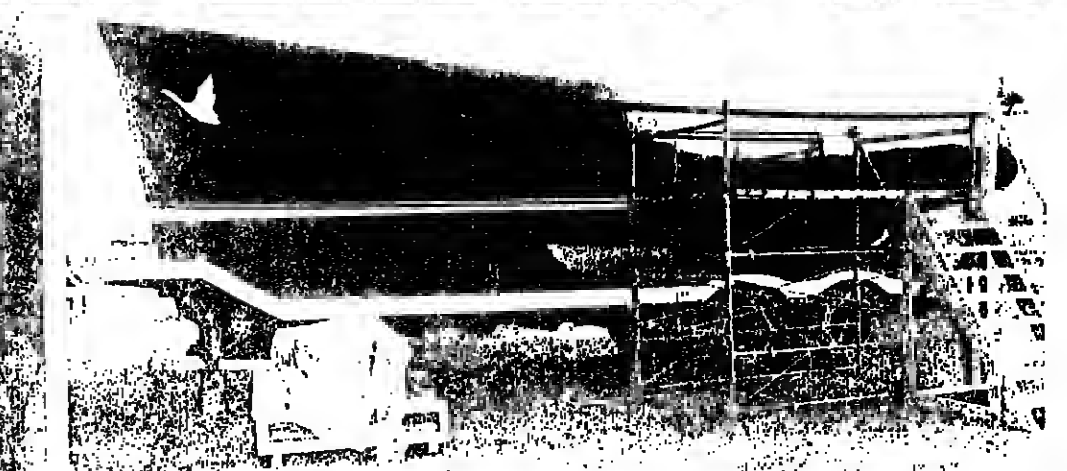
She is fitted with a 17.5 hp
air-cooled Lister diesel run-
ning from a 50-gallon GRP
fuel tank. Planking is larch
below the waterline and mahogany
above, and this attracted a lot of attention from
the traditionalists.

Bulldozers

Designers were at the show
in force, with G. L. Watson,
Napier and Tynesdrift all
showing their latest work. In
much the same sort of line
were the builders Bideford
Shipyard and Campbelltown
Shipyard. Both were showing
their latest standard boats
which now include stern
trawlers. Bideford's stern
trawler is particularly in-
teresting, with her engine
located aft.

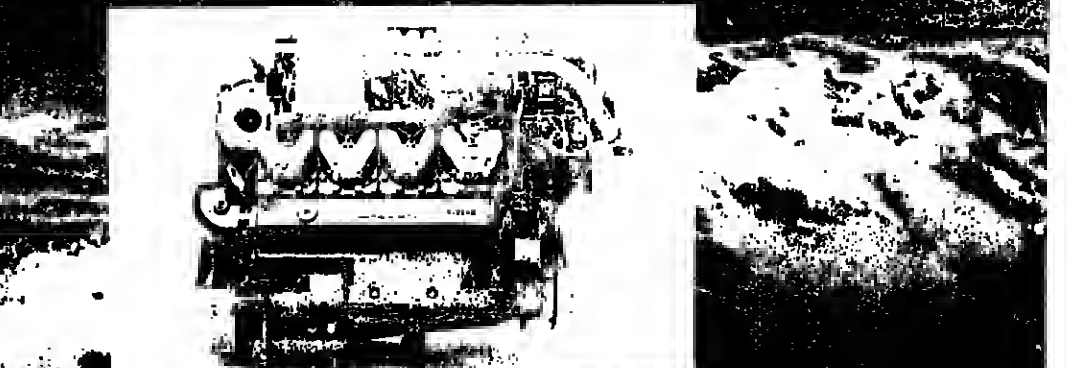
With an audience of most
fishermen in Scotland, plus
many from other parts of the
country, attending this ex-
hibition it was surprising to
see so few of Scotland's boat-
builders represented.

With times very hard for
boatbuilders at present, it
costs money to exhibit. But
boats are not sold by sitting at



Left: smiles all round from Anglo-Belgian
Diesel Co. (U.K.) Ltd. managing director David
Crowther (left), "Roddy" Forbes and Miss
Elizabeth Drury, daughter of the chairman of
the Belgian engine building company, ABC has

just completed the paperwork for an engine
which Forbes of Sandhaven will be installing in
a now £360,000 vessel for Ireland. Below:
Cygnus GM 32 GRP hull at Catch '78. The hull
had been sold to the north of England.



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and other vessels.

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over the world have chosen Scania diesels for propulsion jobs
which is only natural. Scania is a world-wide company with a good
reputation and a large range of reliable marine engines.

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ABERDEEN FISHERIES CONFERENCE

From page 2

indications are that the quota will be adequate, but should catches later this year indicate otherwise, there will be immediate consultation with the industry as to what arrangements can be made to avoid unnecessary disruption while making sure the quota is observed.

"Along with adequate conservation measures goes adequate enforcement. Here, too, we intend that there will be improvements. This links with the Community conservation system, but the job of boarding and prosecuting offenders must rest with us, in our 200-mile zone, no matter what the nationality of the vessels concerned."

The Government has many strong cards in its hand, claimed Alick Buchanan-Smith, Shadow Secretary of State for Scotland. "Negotiations need guts," he said "and this is what the Government has got to show in the current re-negotiations of the Common Fisheries Policy."

Superseded
 The negotiations will be limited, but the door on which we are pushing is not locked. The original policy has been superseded by 200-mile limit extensions and the Commission itself has conceded the need for a new policy.

We have a good case, stated Mr. Buchanan-Smith:

"We have one of the best records of fishing for human consumption, not plundering the sea for industrial purposes. And, following the Iceland settlement and the likely extension of limits to 200 miles elsewhere, it is the British industry which is making the biggest sacrifice; again, this is something acknowledged by the Commission as a special case requiring special consideration to compensate for what we lose."

"If you cannot make a good case out of this, then those involved on Britain's behalf do not deserve to be negotiating."

Concern
 "In 1971, provision was made for a review of the Common Fisheries Policy. Two matters were specifically mentioned in the minutes of the negotiations of that time: the conservation of fishing stocks and the needs of communities dependent on fishing, particularly in Scotland and the statement of them in the records of the Community strengthens our hand."

All these are strong cards, provided the Government plays them well. Indeed, if the Government does not recognise them as such, then they ought to have included fisheries in the Dublin summit of last year, before the Referendum."

Irresponsible
 For Mr. Heath to come to Aberdeen and say that it is perfectly possible for Britain to obtain a 50-mile limit was "irresponsible," said Hamish Watt, Scottish Nationalist



Left to right at the conference table: J. Foster, DAFS; W. Hay, chairman; B. Fisher, U.S.A.; D. MacLennan, DAFS.

MY PROMISES - Brown

AS A Government Minister at the centre of the Blackado storm last year, Hugh Brown took the opportunity at the Aberdeen Conference to defend the promises he made at that time.

"Many people say nothing has happened since the blockade," said Mr. Brown, "but all the promises I made have been fulfilled. I made no promises on limits. I said fishing would feature more strongly in Government discussions. And it has."



Hamish Watt: 'Industry must decide.'

Petty spokesman on fisheries.

Mr. Heath had paid no regard in his reckless rush into the EEC to the needs of the fishing industry. And it was he who threw away our negotiating rights, claimed Mr. Watt.

"Any concession that the Labour Party could now gain would be in spite of the Tories not because of them. If Mr. Heath had come to Aberdeen when he was Prime Minister, the present day position of the fishing industry would be very different. Mr. Heath is now a backbencher with no responsibility or influence!"

The SNP is in favour of a 100-mile zone and Mr. Watt warned that the industry should not settle for less than 50 miles exclusive to our own fishermen. It was important, too, that control of the outer 150-mile zone under the coastal state.

worried seine net fishermen that he would be denied his best fishing grounds when Norway extended her limits next year. Mr. Brown replied that this would be the responsibility of the EEC to negotiate. "But I do not see this being cleared up by January 1," he added.

Told that producer organisations would collapse if Britain did not get on adequate exclusive limits, Mr. Brown retorted that this was an extravagant claim. "I will only collapse because of some great fishermen," he said.

To a question from one

ONE OF the most colourful characters in Grimsby trawling circles, Skipper Jack Evans, has announced his intention to retire from the proadancy of Grimsby Trawler Officers' Guild later this year.

It is virtually certain Skipper Evans will be the guild's last president as the 40-year-old independent union is presently processing a transfer to link up with the Merchant Navy and Airline Officers' Association. He was a founder member of the guild, being appointed president in 1956. He has held the post ever since.

A dinner was held last week to honour the amiable, rumbustious, and never afraid to speak his mind. The Foreign Secretary and Grimsby's MP, Anthony Crosland, Michael Brotherton, MP for the adjoining constituency of Louth, local civic dignitaries and a number of fishing industry leaders paid a special tribute at the dinner party in Grimsby.

The main speakers, Trawler Officers' Guild secretary Dave Hawley and Mr. Crosland, were both appropriately generous in their praise for Skipper Evans' work, particularly his leadership and training of skippers.

In reply, Skipper Evans,

New buoy system could affect you

IS IT a fact that a new system of buoyage is going to be introduced next year?

"If it is, and it's likely to affect us around here, can you tell us what the difference is between it and the present system?"

A new system is to be introduced in April 1977 and, if you continue to operate in the Thames Estuary south of Orfordness, it is likely to affect you.

The new system, called the IALA system A, is a combination of the Uniform System of Buoyage (Lateral) and the Cardinal System.

It is to be introduced in British waters in four stages: between April 1 and December 31, 1977 in an area between Orfordness on the east coast and Beachy Head on the south coast; after that, in three stages, northwards and westwards until all areas in British and Irish waters are converted to it.

Concurrently with its introduction, a conventional buoyage direction around the coast of the UK will replace present practice whereby buoyage is established with regard to the main direction of the flood tide.

This will mean, among other things, that the present direction of buoyage on the east coast, north of Orfordness, will be reversed.

Five types of marks will be used in IALA system A. Lateral Marks will indicate port and starboard sides of routes to be followed.

Cardinal Marks, used in conjunction with your compass, will indicate the direction of navigable water; Isolated Danger Marks, isolated dangers of limited size; Safe Water Marks, middle of channels and the like; Special Marks, areas or features referred to in sailing directions.

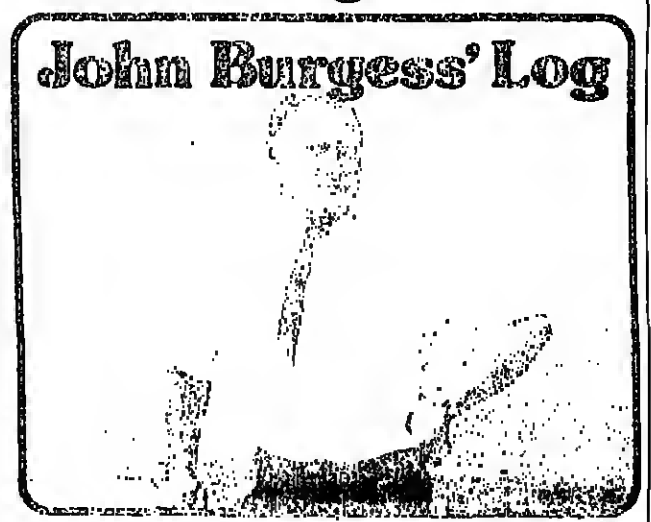
One of the principal differences between IALA system A and those to be phased out is that starboard hand marks, not wreck marks as exclusively in the past, will be coloured green. Conical black buoys marking the starboard side of channels will become things of the past and so will chequered buoys.

If you want to learn all about the new systems, I suggest you get your copy of Reed's Almanac for 1977 now, instead of waiting to do so until New Year when it may be in short supply.

Marks

It contains both excellent coloured illustrations of all the marks, and top marks which will be used in the new system and also a clear explanation of it.

The new Almanac contains, as usual, a mass of information you are likely to need during 1977. It contains, for instance, details of VHF radio telephone services revised to take into account new frequency allocations for single sideland working and



Preserving boats with fish oil

"I HAVE just bought a wooden boat which is old but should last a long while yet provided it is properly looked after."

I have been told that fish oil was once used for preserving boat timbers and that some fishing boat owners now use ordinary diesel fuel oil for the purpose. Is this so?

Price

"If it is, can you tell me where fish oil can be obtained nowadays so that I can compare prices?"

Fish oil used to be used for preserving boat timbers: mainly in Devon and Cornwall, I have been told. Diesel fuel oil, I understand, is sometimes used for the purpose in North America — possibly because it is inexpensive.

The Hull Fish Meal and Oil Co. Ltd., St. Andrew's Dock, Hull HU3 4QG, may be willing to quote for supplying fish oil in small quantities so you can compare prices.

HYDRAULIC POT HAULER

"I HAVE been hunting high and low for the name and address of agents for Osco hydraulic pot haulers in this country or Ireland. Can you help?"

Agent for the sale of Osco pot haulers in the UK and Southern Ireland is the Dunmore Marine Supply Co., Dunmore East, Co. Waterford.

A company called Berlo Marine Ltd. also has headquarters in Dunmore East. It is the marine division of Berlow Ltd., Emmet St., Clonmel, Co. Tipperary — a company which started making a range of shellfish traps a few years ago.

Lobster

The most successful of these traps — a lobster pot with a single entrance — is still in production and is marketed by Berlo Marine.

The division is mainly concerned with supplying salmon and other gill nets, herring drift nets and midwater trawls, and longlines made by a Japanese manufacturer.

The latter is willing to supply any type of net which Berlo's customers require.

COUPLING LINKS

A SHORT while ago you described a new type of coupling link, called a Quick-Link, which was being imported in various sizes from France.

"Have you found any special uses for any of them?"

Yes I have. Not only can the links be used for practically every purpose for which you would use ordinary L or D shackles, but their design makes them superior to any ordinary type of shackle for rigging ground tackle and mooring.

When securing a new length of chain cable to the end of an anchor there is no particular advantage in using a link instead of a shackle except that a link has no pin to work loose.

Hauled

When joining, say, a second length of chain to the first, a link is much more suitable for the job as it has no projection which may cause the cable to jam in a shackle or navel pipe when it is being hauled.

You would, incidentally, save an appreciable amount of time and labour if you were using a Quick-Link instead of a joining shackle customarily used for the purpose.

When joining a short length of chain to an anchor or to a nylon warp — a practice increasingly used in the rigging of ground tackle — a link is more suitable than an ordinary shackle as when fitted, there is no projection at right angles to the thimble-fitted

eye in the warp as there would be if an ordinary shackle were used.

When you have to remove a length or lengths of worn chain from an anchor cable and re-rig it, Quick-Links really come into their own.

Snagging

You can put long links in the ends of sound lengths of chain with them and join them together so that the cable will run through fairlead or navel pipe without any risk of snagging.

When mooring with two anchors or laying moorings, you will find Quick-Links superior to ordinary shackles for all connecting purposes.

They are better for joining chains to anchor or mooring weight rings as you do not have to burr the ends of pins or secure them with separate lengths of monel wire.

They are better for joining chains to the lower rings of awlairs and pick up lines or buoys to the upper rings of awlairs for the same reason. And — perhaps a minor advantage — but a real one when you are in the process of laying or overhauling moorings — one piece link can be fitted more easily and quickly than two piece shackles.

There are 12 different sizes of Quick-Link altogether — from 3mm up to 16mm in cross-section diameter — so you are likely to be able to get the exact size you want for rigging ground tackle and/or moorings.

One side of each link can be opened or closed by means of

a threaded sleeve and threaded ends are cut on a larger diameter than the rest of the link so that when the sleeve is screwed home the link is as strong as the rest of the links in a chain.

What you may not know is that this is true if your chain is short link, mild steel chain made in the conventional way.

If it should happen to be high tensile chain and a heavy strain were to be put on two lengths of it joined by a Quick-Link, the latter might part while trying to bear a strain it was never intended to bear.

It would be as well, therefore, to find out the breaking loads of any Quick-Links you think of using so that you can match link with chain strength.

Details of breaking loads as well as all other particulars about Quick-Links are obtainable from Europquipment (Tooling) Ltd., Station Road, Thelso, Reading, Berkshire.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

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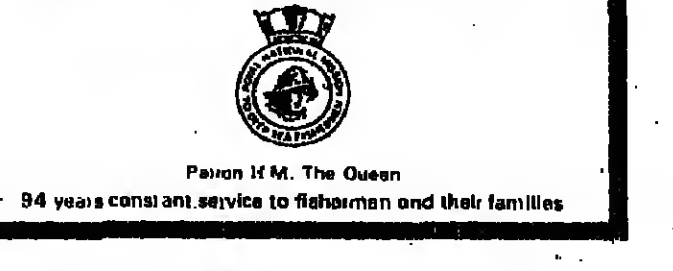
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